

Ex-CBI Roundup

— CHINA — BURMA — INDIA —



**JULY
1955**





THIS PATHETIC CROWD of Chinese villagers are evictees following the capture of Tanchung in October, 1944. Many of the natives set up make-shift quarters outside the city while others carrying their possessions on their backs, continued to push on—no one knew where—in their efforts to evade the Japanese. Photo by Col. Lewis C. Burwell, Jr.

EX-CBI ROUNDUP

CHINA · BURMA · INDIA

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Ex-CBI ROUNDUP, established 1946, is a reminiscing magazine published monthly at 2808 E. 6th Ave., Denver, Colo., by and for former members of U. S. Units stationed in the China-Burma-India Theatre during World War II. Ex-CBI Roundup is the official publication of the China-Burma-India Veterans Association.

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Letter FROM The Editor . . .

● Roundup's new "Bazaar of India" is a great success. In less than two months' operation we have sold all of the large rosewood jewel boxes, dozens of Zari embroidered evening bags, over 100 items of brassware, and — altho this issue carries the first announcement — almost all of the ivory-inlaid tables. In the very near future we hope to announce a selection of ivory carvings and jewelry at the usual low prices.

● Many CBI-ers who were stationed in Assam have often wondered what has become of the old bases at Jorhat, Tezpur, Chabua, Mohanbari, Sookerating, Dinjan, etc. Even the round-the-world "Pilgrimage to India" next fall will not cover these bases. But one of Roundup's subscribers, a colonel once stationed at Sookerating, recently returned from a visit to these bases and his very interesting story will appear in next issue. You won't want to miss it!

● Cover subject is a Tibetan trader, taken on the caravan route where it comes into China. Photo by Col. Lewis C. Burwell, Jr.

● There are many Veteran Administration Hospitals not yet on our lists to receive a gift subscription of Ex-CBI Roundup. We need a good many contributions at the special rate of \$2.00 each to get these hospital libraries on our subscription roster. When sending your contribution, specify which hospitals for your first, second and third choice. Hospital librarians are notified by Roundup of your generous gift.



S.O.S. Man Dies

● I have received word from Mrs. LaVerne Hisey of Kansas City, Kan., that her husband, age 33 years, passed away suddenly from a heart attack on April 1st.



Ex-M/Sgt. Hisey spent 30 months in CBI, assigned to S.O.S. Hq., Kunming. Previously he was at the Chinese Army Ordnance Depot at Karachi for several months. His post-war job was with the Long Bell Lumber Co. He was my nearest buddy.

ROBERT L. GORDON,
Urbana, Ill.

Future World Tour?

● I know I am not the only one who envies those taking the "Pilgrimage to India" and hope this will not be the last trip of this kind. In a year or so there will be others who would be able to go then who could not go this year, and I am one of them.

FRED T. EVANS,
Cedar Lake, Ind.

USO Unit 99

● During the war I was a member of USO Unit No. 99 which performed for the troops in CBI. I feel sure that many men will remember our efforts to entertain them. At the moment I am musical director of the S.S. America and during one of our voyages I met a Col. James R. Skillen who mentioned that Roundup was still being published.

BASIL FOMEEN,
New York, N. Y.

JULY, 1955

708th Man Dies

● Latham Thompson, formerly with the 708th Petroleum Distribution Co. in CBI, died of a heart attack last December. He had been engaged in civil engineering work in and around Lexington for several years prior to his death . . . Hope to someday be able to scratch off something of my own about the good old days that may be acceptable. Wonder how many other CBI-ers have intended to do the same but never quite seem to get around to it?

JAMES W. BOWMAN,
Lexington, Ky.

Most of them, we'd say.
—Ed.

Loss at Myitkyina

● It is terribly hard to read Roundup sometimes. I cried all the time I was reading Boyd Sinclair's article in the May issue ("Sleep Quietly, Brothers") but I would not have anything changed in the magazine. I like it just the way it is. Those of us who lost our men at Myitkyina can never forget.

JEAN O'DONNELL,
Cleveland, Ohio



GORGE OF THE Upper Yangtze river is at the foot of these towering peaks, only 14 miles from the Tibetan border in China. Photo taken looking north from an altitude of 16,000 feet. The dry lake bed under the wing was used for staging L-5 operations, searching for downed B-29's. The altitude of the lake bed airstrip is 14,000 feet. Photo by Col. Lewis C. Burwell, Jr.

7th Bomb Reunion

● We expect between 100 and 200 to attend the 7th Bomb Group Reunion at Zion National Park, Aug. 7-11. Anyone planning to attend, or wanting further information may contact me.

MAX HILLSMAN,
Torrance, Calif.

96th Field Hospital

● Rev. Marion F. Woods, who was chaplain of the 96th Field Hospital in CBI, became the father of a son last December. Rev. and Mrs. Woods now live in Costa Rica.

TED W. CALKINS, Jr.
Troy, Pa.

308th Bomb Group

● Was with the 89th Air Service Sq., 54th Air Service Gp. at Tezgaon. Hit India at Bombay in 1945 and was assigned to the 308th Bomb Group at Rupsi for return as a high point man. But they flew away and left all but their old combat crews stranded on a closed-down field. We finally made it back to Calcutta.

T/Sgt. VAN WILLIAMS,
Albuquerque, N. M.



CHINESE RESTAURANT in Kunming. Note the outdoor table and stools. Photo by Col. Lewis C. Burwell, Jr.

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The Roundup

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EX-CBI ROUNDUP

New York CBI Basha

● Readers residing in the New York City area will be interested to know that plans have been made to organize a CBI Basha in New York City. The first meeting is scheduled June 28th at the President Tavern, 364 Lexington, N.Y.C., 6:30 p.m. A buffet dinner and cocktails will be served at a reasonable tariff, and it is intended that all business necessary to initiate the organization of a local Basha will be undertaken and concluded at that meeting. Guest speaker will be Col. John J. Gussak, whose terrifying experience appeared in the article, "24 Survived," in the March issue of Roundup. Anyone interested in attending the first meeting should phone (WOrth 2-2738) or write for reservations.

JAMES W. DOWLING,
233 Broadway,
New York 7, N. Y.

FELIX A. RUSSELL

Patent Lawyer
MEMBER OF
General Stilwell Basha
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Washington, D.C.



WITH FEATHERED prop B-29 prepares to land at Yunnanyi, returning from a mission to Formosa. The plane was diverted to the strip because of engine trouble. It was based at Chengtu. Photo by Col. Lewis C. Burwell, Jr.

112th Station Hospital

● Would like to hear from members of the 112th Station Hospital of Calcutta. Have been trying to make up a news letter of the old gang but have been running into a little trouble getting all the addresses together. Many will remember the good times we had at the "Lee Memorial Mission" in Calcutta. Dr. & Mrs. Griffiths are due home for a year's vacation about July 1st. I will be glad to send their address to anyone interested.

JAMES MILLWATER,
11 McKay Drive,
Breton Woods, N. J.

Kweilin Evacuation

● Was especially interested in the picture appearing in the Nov. issue of Chinese civilians, fearful lest they be caught by the advance south from Hankow of the Japanese Army, fleeing from Kweilin, Kwangsi Province in June 1944. I was there at this time and I shall never forget the hectic, often heart rending scenes accompanying the evacuation. . . . The bond which holds CBI personnel together seems unusually strong. Before I was retired in 1952 the CBI patch which I wore with pride on my uniform brought me many pleasant contacts with people who had served in CBI. Many of these contacts included invitations to toast the CBI in the nearest gin-mill. As nearly as I can remember, the only time I said "no" to one of these invitations was once when someone inquired if I had had enough.

Col. DAVID BARRETT,
Boulder, Colo.

Real Imagination

● I am almost as interested in Roundup as my husband. I can picture Chowringhee Road, Park Street and Firpo's, even the rice paddies and monsoons from my husband's descriptions of them while overseas.

Mrs. HAL KARICHNER,
Pittston, Pa.



STREET SCENE in Tali, at the northern edge of Lake Tali, China, not far from the Tibetan border. Photo by Col. Lewis C. Burwell, Jr.

13th Mountain Medical Bn.

The following article has been extracted from a report of Medical Department activities in India-Burma by Major George B. Kuite, M.C., Executive and S-2 Officer of the 13th Mountain Medical Battalion. The story, while not a detailed history of the 13th M.M.B., contains the highlights of an interesting adventure of hardships by the men of an interesting Medical unit. Much of Dr. Kuite's report is still classified, but the following has been released by the Department of the Army for publication in Ex-CBI Roundup.

By Major George B. Kuite, M.C.

THE 13th Mountain Medical Battalion was activated at Camp Hale, Colorado, early in 1943. Shortly thereafter the 13th was sent to Camp Carson, Colo., presumably to prepare for overseas shipment. We were given several weeks of mountain-climbing training in addition to the ski training we already had at Camp Hale.

Leaving the United States on Nov. 12, 1943, we landed at Bombay on Dec. 26th. From there the 13th went by train to the Deolali Rest Camp where they remained for three days, then on by train and riverboat to Ledo, Assam. We were taken from Ledo to the 8-mile mark on the Ledo Road where we camped for several weeks, during which time we received some jungle and general instruction.

After completing our initial period of jungle training the 13th was divided temporarily and parts of the collecting company, clearing company and veterinary company were sent to the forward front-line areas on temporary duty with the Seagrave Units and the 25th Field Hospital, which had just arrived at Shingbwiyang.

Colonel Seagrave had divided his unit into three parts, small surgical teams (usually two to four officers and six to 12 men plus a few of his Burmese trained nurses). His was the only unit at that time treating the Chinese casualties of the 22nd and 38th Divisions. Two of these small units (in effect, portable surgical teams) were sent out on the right and left flanks with Chinese regiments. The third remained at Ningham Sakan.

The 13th sent groups of five officers and 20 to 30 enlisted men to each of Seagrave's units to assist them in caring for casualties and to gain experience. They

**Trained As Ski Troops.
The Unit Shipped Out
For Service in Burma**

were on temporary duty and remained with Seagrave two to four weeks.

Our clearing company, less several officers, was sent to the 25th Field Hospital at Shingbwiyang to assist them in constructing bamboo bashes for hospital wards in their initial operation, and later to function as ward officers and attendants.

After this initial period of 1½ to two months of attachment to other units, our officers and men were gradually recalled and sent out on flank and trail missions similar to the Seagrave units. There were no portable surgical hospital units in Burma until later, so our forward clearing company on the road and the flank teams served both as front-line surgical hospitals and clearing hospitals. As example, on Feb. 17, 1944, a team was sent out on the left flank to join Battalion A of Merrill's Marauders and accompanied them for 55 days, marching over mountain and jungle terrain, treating and evacuating casualties. One of the 13th's vet-



OFFICERS OF Co. D, 13th Mountain Medical Battalion, on the old Burma Road. Photos by the author.

erinary officers was with this unit and was in charge of animal treatment and evacuation during the entire march.

On Feb. 20th one officer and 12 enlisted men joined the 113th Regiment of the Chinese 38th Division at Brangham Hka and went down the left flank, caring for casualties. This group later joined Merrill's Marauders at Walawbum and continued with them on a road-block mission south of Laban. Casualties were all evacuated by hand-litter carried over very rough jungle terrain, requiring six days of carry to Walawbum. In one contact with the enemy this one officer and 12 enlisted men, working alone, treated 60 American casualties in a 48-hour period. Their march lasted 46 days.

On Feb. 24th three officers and 10 enlisted men were sent down the Tarung Hka by pontoon boat to the Taro Valley on the extreme right flank, with the 65th Regiment, Chinese 22nd Division. This team treated all casualties (both surgical and medical) on a forced march from Taro, through Tasabum and Lonkin, over very rugged mountains and terrain, encountering many 3,000-foot ridges. They met Japanese resistance from time to time, and had a heavy malaria toll in addition. Casualties were treated surgically and evacuated by hand-litter carry to the rear to a boat-head on the river at Taro and thence by boat to Shingbwyang to the 25th Field Hospital, or by plane to Ledo, to the 20th General Hospital. This group at one time had a 60-mile litter haul for patients to the river boat-head for evacuation.

These three missions are examples of the type of work the flank mission teams performed. There were usually two to four such teams in operation, sometimes consisting of five officers and 32 enlisted men from the 13th's collecting or clearing companies. These teams functioned as portable surgical units which marched and lived with the Chinese infantry. They set up emergency operating rooms under tarpaulins or parachutes, operated on casualties, performed debridements, amputations, abdominal surgery, and applied casts. They were supplied solely by parachute drop, frequently worked under artillery fire, had to improvise and substitute, as supplies frequently were not delivered in accordance with plan, and often found at the end of a day's march 25 to 40 casualties waiting to be treated.

Supplies needed by flank units were air-dropped at designated locations and at pre-arranged times, by use of panels and a code system. Standardly packaged medical supplies were given a code word, and as needed were requested by radio from the flank to the supply stations at



CLEARING HOSPITAL of the 13th M.M.B. at Kamaing, Burma. Normally equipped to handle a maximum of 125 casualties, the hospital ran a daily census of 500 to 550 Chinese, British and Americans.

rear installations in India. All Chinese and American liaison personnel units which accompanied them had radio teams with them. Supply requests were radioed in through the chief liaison officer with the Chinese unit. Our medical installations on flank missions took orders from the chief American liaison officer with that unit.

Since the bulk of Jap resistance was on the so-called jeepable-during-the-dry-season road in North Central Burma, the greater portion of our battalion functioned with the Chinese infantry which was working down this road. We at all times were the most forward American medical and surgical installation on the road and usually had a clearing platoon set up three to six miles behind the front lines. This platoon was the first to receive Chinese battle casualties brought to the station either by hand-litter carry, or by ambulance when the road permitted.

Theoretically the Chinese had medical officers with their infantry units who were responsible for initial treatment of casualties at their aid stations. However, we found that their officers and men were very poorly trained and took very little interest in the welfare of their wounded comrades. Consequently about half the casualties reached our forward installations with no treatment whatever: no bandages, no sulfa powder and no splints. At one time we made an attempt to educate the Chinese and to instruct them in the use of the Thomas splint, giving them an ambulance load of splints to use. Thereafter for the next three or four days casualties came back splinted, but their enthusiasm waned and we never did see our splints again.

If a serviceable road was located near, ambulances with Chinese drivers brought casualties to our forward installation.

Here the casualties were sorted, given morphine, plasma, shock treatment, and such operative treatment as debridement, removal of foreign bodies, amputations, and application of plaster casts. Early in the campaign these casualties were then evacuated to one of our clearing hospital units, usually located ten to 20 miles to the rear, near an air-evacuation station. From this station patients were either flown by plane or driven by ambulance to the 25th Field Hospital at Shingbuiyang or to the 20th General Hospital at Ledo. Later, when portable surgical teams arrived, our forward installation sorted the casualties, treated shock cases and then sent the more serious cases and those requiring greater surgical skill to the nearest portable surgical unit, which was located nearby (usually within two miles of us).

Our veterinary company also sent small groups with any flank infantry missions which were using animal transportation, treating and caring for animal casualties. The section with the units fighting along the Ledo Road established forward veterinary hospital installations, moving as the infantry progressed.

During the North and Central Burma Campaigns, beginning at Shingbuiyang



TROOPS OF Merrill's Marauders move toward the front on The Ledo Road in Northern Burma. 13th Medics accompanied the infantrymen. U.S. Army photo.

and ending at Lashio with the re-opening of the Burma Road, the 13th Mountain Medical Battalion rendered medical, surgical, clearing and evacuation, and veterinary service to these combat units: Chinese 22nd, 38th, 50th and 30th Divisions; Merrill's Marauders, 5332nd American Brigade, 475th Infantry Regiment, and British 36th Division (between Mogaung and Mandalay).

Incidents and experiences over a period of 17 months of operations in dense jungle, during monsoons, in close contact with our Chinese allies, dependent upon air-drop for all supplies, working near the front lines under fire, range from the amusing to near-tragic and tragic type. They include such experiences as being without food or supplies for three weeks, contacts with Jap patrols, groups being lost on flank trails, evacuation by cub planes from airstrips cut out of the jungle, monsoon floods, which on one occasion necessitated the hurried movement of our medical units and six hundred patients across a flooded valley by means of one pontoon boat and bamboo rafts. Then there was the Jap artillery shelling which made direct hits on our installation and destroyed our equipment.

Most of the battle casualties were shell fragment cases, resulting from mortar or artillery fire. Wounds of the buttocks predominated among the Chinese infantrymen.

The Chinese were excellent patients, being able to stand more than American patients; and usually replied that they were "Ding Hao" even though their hands may have been blown off by a grenade or a shell.

On several flank missions the Chinese appropriated all the surgical instruments

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during the night with the result that pocket-knives had to be used in lieu of instruments. It was impossible to keep the Chinese out; there were too many of them and we were too short-handed to post guards, especially during rush periods.

On one flank mission it was necessary to use a borrowed native *daw* (long, sword-like knife) which the natives all carried, to perform amputations. The daws were sterilized by boiling in a bucket. This group had only one bucket which served three purposes: sterilizing instruments, boiling drinking water, and cooking food.

Medical diseases predominating were malaria, dysentery (amebic and bacillary) and typhus. Bacillary dysentery was very common; a safe estimate would be that 20 to 40% of the men and officers had some form of dysentery at all times. During a quiescent period at Myitkyina our battalion ran a series of stool examinations for amebic dysentery on all the men and officers and found approximately 20% had amebae in their stools. These were all hospitalized at the 48th Evacuation Hospital at Myitkyina.

The typhus rate ran high at certain times, particularly in units on flank missions in areas where the men slept on the ground in grassy, damp areas or in native villages.

The 13th Mountain Medical Battalion had been trained as ski troops and in clearing hospital functions, and we found this of very little use in the type of work we had to do in Burma. Our officers were recent medical school graduates, and with exception of two who had practically completed a surgical internship, one urologist, the battalion commander and myself, none had had any surgical experience whatever. However, all our officers, including the dental and veterinary, were

compelled to do surgery by force of necessity.

It was nothing unusual to see an officer operating with an open textbook alongside the patient. We also had to train our enlisted men to give anesthetics, sterilize instruments, and act as assistants, after we arrived in the combat zone.

Evacuation was accomplished by any and every means available, depending upon the terrain. The longest litter hauls (hand-carry) were 60 miles; when roads were under water as the result of the monsoon, we used the rivers with pontoons and outboard motors. If rivers were not available, temporary landing strips were built for L-1 and L-5 planes in fields, rice paddies, or portions of roadbeds. Casualties were evacuated by plane to larger airfields and then to the evacuation or general hospitals by means of C-47 aircraft. When ambulances couldn't get through because of deep mud, 6x6 trucks were used as these were found to be more efficient in deep mud. Jeeps were never used.

Nutrition was poor as a rule. All food was airdropped, usually K-ration, C-ration, and occasionally a 10-in-1 ration to flank units. The chief difficulty was that much of the ration never reached its intended destination, sometimes because it was dropped in the wrong places (in the river, swamp, to the Chinese, once to the Japanese, etc.) or was stolen, or wasn't delivered because of bad flying weather conditions.

The Chinese ration was a British ration but the Chinese preferred American rations; consequently they would appropriate by any and all means any American ration they could get their hands on. I was frequently invited to a meal with Chinese officers of a unit and never failed to see large amounts of canned chicken, canned fruits, sugar, milk, etc., items which my men and officers hadn't seen or tasted in months.

By June 1944 most of the men and officers of our battalion had lost 10 to 40 pounds. I don't know of any who didn't lose weight. We hadn't seen sugar, bread, or fruit for three months!

On flank missions the usual thing was to issue the men a six-day ration and find that the trip or distance to the next designated airdrop location was going to require ten to 14 days, with the result that the men lived on half a ration or less. On one mission from Taro to Lonkin, there was no food or medical supply drop for three weeks and my men had to live on whatever they could beg from the Chinese or buy from the natives they encountered.

— THE END



RIVER JUNCTION at Kamaing, Burma. Supplies were brought up river in boats and returned to Warazup with patients evacuated from the 13th Field Hospital.

Pipeline Sale

● The second installment of "Journey From Burma" (June) was wonderful! I have often wondered what-
ever became of the thousand miles of pipeline we laid in 1944-45 and was surprised (don't know why, tho) to read that the Indians were taking it up and selling it for Rs. 50 to 100 per section. Why didn't the U.S. Army do that after the war? Think of the millions of dollars salvage it would have brought!

RALPH FERGUSON,
Waco, Texas

'Chota Peg'

● What is the meaning of "Chota Peg," as used in Roundup's column by Syed Mohammed Abdullah?

CHARLES COLEMAN,
Dayton, Ohio

"Chota" means small. Our interpretation is small stuff, or small shot.—Ed.

'Journey From Burma'

● I've enjoyed some of the articles immensely, especially "Journey From Burma" (May & June). It's hard to believe that our Stilwell road has fallen into such a state of disrepair after one remembers the thousands of trucks roaring by our 3581st



RICE AND BULLETS for Wingate's Chindits in the Hukawng Valley of Burma. This is being dropped on a jungle target from an altitude of only 300 feet. Photo by Col. Lewis C. Burwell, Jr.

Ordnance shops at Lekhapani, day and night, week in, week out. As hard to believe is the fact that the jungle has reclaimed all our old bases along the road. Keep on giving us articles of this type.

CHUCK AKERBERG,
McKeesport, Pa.

ATC in China

● Received a copy of Roundup from my old commanding officer, Cal Ferris,

and was very pleasantly surprised. I flew ATC from Chanyi, Kunming, Chungking, Shanghai and Nanking, and flew CNAC for almost two years. Would like very much to hear from any of the old gang.

CHARLES B. BRANEN,
La Crescenta, Calif.

432nd Signal Bn.

● Thoroughly enjoy every issue, mostly I suppose because it is a reminder that the fantastic things many of us saw ten years ago really happened and were not just dreams. So far I haven't seen any letters from any of the 432nd Signal Const. Bn. but I haven't given up hope.

HAROLD L. WITTE,
Janesville, Wis.



CHINESE WEDDING in Sooyung, which was General Dorn's Y-Force Headquarters during the war. Photo by Col. Lewis C. Burwell, Jr.

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It Happened In CBI

Old India wallahs will recall that finding human skulls was not too uncommon in those parts. At Sookerating air base we had several on "display." One had been knocked about the Base Adjutant's office for some time when one day the adjutant had apparently tired of seeing it and ordered a corporal to get rid of it. When asked on his return what he had done with it, the corporal's matter-of-fact reply was, "Threw it in the latrine." — L. F. BRAUTIGAM, Tomball, Texas.



The following was told me by Col. Reynolds Condon who served with Y Force in 1944: Col. Condon, who speaks Chinese fluently, one day heard a Chinese soldier talking to a buddy. "You know," remarked this soldier, apparently in all seriousness, "the Americans are certainly wonderful to us. They supply us weapons, ammunition, uniforms, and rations. American officers and enlisted men go into battle with us. American medical officers take care of us right in the front lines. And all they expect of us in return is to fight the Japanese." — Col. DAVID D. BARNETT, Boulder, Colo.



Winning Entry

One hot summer afternoon in 1943 four of us "cloud mechanics" from the Base WX Station at Chabua were on our way back to the Polo Grounds after enjoying a roast duck dinner at Wah Kuo's, in Dibrugarh. Hitch-hiking was at a particularly low ebb, but we finally caught a ride on an RAF lorry. As was usually the case, it broke down about half a mile out from Dibrugarh. For the next half-hour the RAF boys tinkered with the engine—with no results. One of our group, Sgt. A. A. Karpovich, had to make an 1800 shift. It was now 1630, and he was

getting nervous. About this time Sgt. John Cobb—of "Hump Happy" fame—saw a freight train picking up speed as it pulled around the roundhouse curve. He called it to Karp's attention, and asked him why he didn't catch the train in to the Polo Grounds, if he was in such a hurry. Karp's reply was, "OK, wise guy, I'll do it!" He walked the fifty yards over to the tracks and started waiting for the train—which was picking up an unusual amount of speed for these parts. We started trying to estimate how far it would throw Karp if he did manage to grab a car, but it was soon apparent that Karp had other plans. He pulled a pack of one of America's leading brands of cigarettes out of his pocket and held it aloft. The engine approached him, the engineer waved at him, and the train continued on its way. We started giving out with the usual remarks under such circumstances, thinking that Karp had finally fouled up on one of his promotions, but such wasn't the case. About halfway past him the brakes were applied, and the train came to a halt as the caboose was even with our boy. The conductor gave him a hand as he climbed aboard. Karp turned and gave us a very expressive finger wave, and the train pulled away. We finally arrived at the Polo Grounds too late for chow, and found that the freight had halted opposite Karp's barracks while he alighted with all the dignity of a General of the Armies and sauntered over to the mess-hall — to the complete amazement of everyone on the place. He made his shift with time to spare.—REX A. SHIPP-LETT, Abingdon, Ill.



Probably the happiest time I had in CBI was the one month I spent as a "man without an outfit." Orders were cut transferring me from Gaya to Karachi. While on the plane I noticed the orders said I was to report for duty within 30 days. It took only a few short hours to reach Karachi by plane. They must have thought I was going by rickshaw! I took "temporary" quarters with ATC and spent the whole month at leisure in Karachi, reporting at the end of that time for duty with no questions asked. — HARRY L. COOPER, Jersey City, N. J.

YOU MAY WIN \$5.00!

Contributions for "It Happened in CBI" are invited. Only true incidents which occurred in CBI are acceptable. Best brief contribution published in each issue is worth \$5.00 to the writer. Readers are encouraged to send in their entries. Shorter the better. Send your story to the editor now for inclusion in next issue.

"Operation Thursday"

From The Calcutta Statesman

A British Viewpoint On One of History's Most Fantastic Missions

THE LATE Major General Charles Orde Wingate was an unusual man. He commanded the confidence of unusual men, too. Wavell believed in him, and gave him his head on two occasions, in Abyssinia in 1940 and in Burma, 1943. Churchill was fascinated by his daring and powerful mind, so well attuned to his own sense of challenge. Mountbatten took him to his heart, encouraged him, and backed him to the limit, even when Wingate was being temperamentally awkward.

Wingate, it must be allowed, was one who did not joyfully suffer opposition. He drew down the lightning on his own head, alas, in the final, tragic sense, for he was killed in his hour of triumph, flying with characteristic defiance through an electric storm. When he fell, his friend and commanding officer, Lt. Gen. Bill Slim, Commander of the 14th Army, wrote a penetrating tribute to him, in which he analyzed his quality as a leader. "Wingate had clear vision," wrote Slim, "He could also impart his belief to others. Above all, he could adapt to his own purpose the ideas, practices, and techniques of others once he was satisfied of their soundness." Wingate himself considered that "the chief difference between a good and bad commander is an accurate imagination."

Was his 1943 expedition a success? Some critics held that it achieved very little at high cost. Others pointed out that when the Chindit columns had been withdrawn again across the Chindwin river, the Japs took toll of all who had disclosed themselves as our friends in Burma. If this latter argument is pushed to its logical end, however, it means that we must never abandon a Burmese village, though its strategic value has become nil. Surely the proper way to assess Wingate's achievements in 1943 is to ask: "Did it make possible his achievements in 1944?" For the Chindit operations in 1944, with their vital bearing upon the general campaign were of unquestioned value. Judged by this test Wingate's pioneer venture was completely justified.

He had marched then minus a landward L of C, moving without trace upon the enemy's rear. He now improved on this idea: He proposed not even to march

most of his fighting columns in, but to travel by air. The objective was as before—to cut the enemy's L of C. Wingate acted on General Sherman's classic dictum. "The enemy's rear is there to play hell with."

In Lord Louis Mountbatten, the Supreme Allied Commander in Southeast Asia, he found a chief of like ideas who had already for two years led Britain's commandos in Europe. At Quebec on the day of his appointment Mountbatten had pressed the project of the Air Commando for jungle warfare.

The plan now on hand was to put five brigades 150 miles behind the Jap lines, roughly in the triangle Katha-Mogaung-Bhamo. There they would be within striking range of the Mandalay-Myitkyina railway and the road system which served the entire rear of the Japs armies operating against General Stilwell's American-trained Chinese divisions. These were now advancing steadily from the north through the Hukawng Valley, hauling their Ledo Road along with them.



GENERAL WINGATE, second from right, goes over plans with British and American officers for "Operation Thursday." Col. Phil Cochran, with back to camera, at left. U.S. Army photo.

To carry through the audacious operation it was decided that one force under Brigadier Ferguson, DSO, should march down from the north, parallel with Stilwell's advance but through the mountains to the west of it. It involved these Chindits marching by a hundred-mile trek to pass across the Upper Chindwin river, their rubber dinghies for the ferrying being dropped by aircraft. Four other brigades were to be flown in by gliders and set down on clearings which aerial reconnaissance photos had revealed might bear an initial landing.

Most of these clearings had been earmarked by Wingate during his 1943 expedition. They had not, however, been closely reconnoitered on foot since then. They were marked on a map as open spaces. That was all.

Three landing grounds were selected for this initial hazardous "Operation Thursday." They were named "Broadway," "Chowringhee," and "Piccadilly." But on the evening of the fly-in a last reconnaissance revealed that logs had been felled and laid across the runway of "Piccadilly" and this station was thereupon abandoned 15 minutes before take-off. Later, a fourth strip, "Aberdeen," named after the home of Wingate's wife, was built.

The plan was that the first wave of troop-carrying gliders should go in, firing a red flare if the enemy were found to be in unexpected possession (except that the man who has that flare has put it in a very deep pocket and doesn't think he'll ever find it!). Once the gliders had cast off their nylon silk tow ropes, of course, they had to go in—and once in they had to stay in. The tow ships, stripped bare to haul the heavy loads, had hardly enough petrol after release to get themselves back over the hostile jungle. The first wave would land, seize the clearing, fan-out and screen it while the second wave arrived. This would comprise more troops, bulldozers, graders, jeeps, mules and ponies, also combat engineers to build an airport between dawn and dusk, so that the next night the giant C-47 troop-carrier aircraft could bring in an army with its guns and wagons.

The initial fly-in was entrusted to a special U. S. Air Commando Group (1st) provided at the direct instance of General Arnold, Commanding General of the USAAF, on request of Lord Louis Mountbatten. The plan for this had been worked out by 33-year-old Colonel Philip Cochran and his deputy, Colonel Robert Alison, and concerted with Wingate. Cochran had trained and now commanded the Air Commando Group. His fighter-bombers had already cleared a wide

aerial "fire belt" around his landing grounds, driving back the Jap aircraft bases by continuous attack. Cochran's P-51's loaded 1,000-lb. rockets under each wing. Totally, in these initial strafes and in their constant close support of the Chindits after the Air Invasion had gone in, they discharged 1,590,000 pounds of explosives on the enemy and destroyed a hundred Jap aircraft.

THE NIGHT of the party had come. On the strip to see the most audacious air armada yet created depart on its high adventure were gathered some of the most famous leaders in Southeast Asia! Stratemyer, Slim, Baldwin, Old, Davidson, Cochran and Wingate himself. More, indeed, even than the success of this mission was at stake. The Burma Air Invasion was the test (and became the model) of the great airborne assault on Fortress Europe three months later.

It was the night of Sunday, March 5th, and the moon rose bright and clear as the troops piled into the gliders. They wore green battledress and full field kit, and were armed to the teeth with rifles, tommy guns, pistols, knives and grenades. Many were bearded.

Now the gliders towed in pairs were harnessed. The tow ships' engines roared up and cast loose, and then bouncing, swaying and straining, the aerial train rushed down the strip in a cloud of dust, hauled itself up over the trees and headed for the heart of enemy Burma, 150 miles beyond the 7,000-foot mountains. Many of the troops had never flown before. No fighters escorted the Air Invasion, which travelled without lights and had been ordered to land by no other illumination than the moon. All depended upon surprise.

Over the target, the gliders circled once to pick out the dark strip between the trees, cast off and went in. Fifty-four flew. Unluckily, the Control Glider made a forced landing along the Chindwin river, and so no guiding power directed the ordered procession of arrival on the strip. Many of the gliders crashed on landing, some disastrously, and of course, as they piled up others coming in with no control except gravity, smashed into them. On the ground men heaved frantically and tore their muscles dragging the wrecks clear. Then the cry would rise, terrible in its urgency, "Gliders!" The next wave were already diving in!

One hurtled straight into its immediate predecessor, welding two machines into one ball of fiery scrap. Another, loaded with a bulldozer and other heavy machinery, whipped over sharply to

avoid a wreck and ploughed into the wall of the jungle at 60 m.p.h. On either side the trees tore off its wings, the fuselage rushed on with its load now wrenched loose from its moorings. When the fuselage halted at last the machinery continued — at 60 m.p.h.! By some miracle it flung the pilot and copilot up into the air while it flew out beneath them. They landed back unhurt. "I planned it just that way," said the Yank pilot.

But there were grim scenes, too, where the surgeons amputated by light of the moon, and there were gliders that crashed far beyond in the dark jungle with a frightful cry—and then silence fell while men hunted frantically for their dying comrades.

But the enemy kept off. And considering the risks the casualties were small. Of the 54 gliders which set forth, 37 arrived at "Broadway." Eight landed west of the Chindwin in friendly territory. Another nine came down in the enemy zone, two within a hundred yards of a Japanese HQ, though the crews got away with it. Several flew safely through Jap ack-ack fire. The sappers began at first light to build the strip. Thirteen hours later the troop transports were landing safely, bringing reinforcements and evacuating the injured. Two days later, 3,000 men of Brigadier "Mad Mike" Calvert's brigade had disembarked at "Broadway."

Three nights after the first fly-in there was a second landing at "Chowringhee." Again a couple of days, and four columns of Brigadier Lentaigne's brigade with their HQ were safely landed. Totally 12,000 men and about 1,200 animals were brought in at a casualty cost of 121 men. Four days after the landings the columns were marching off into the jungle to start business on Jap communications. "Operation Thursday" was over, the Chindits had written a dazzling new page of military history. As yet the Japs had not even located them, so firmly planted as they were, in Wingate's phrase, "in the very guts of the enemy."

It was his last, as it was his finest exploit. Flying towards India after a tour of his forward positions his plane was lost in a storm. That night, March 24th, an American pilot reported a fire blazing on a mountainside. With Wingate perished the entire crew and two British war correspondents, Stuart of the News Chronicle, and Stanley Wills of the Daily Herald. Wingate's command was taken over by W. D. A. Lentaigne, DSO, one of the column commanders in the 1943 thousand-mile march into Burma.

WHERE THE Chindits marched and what they did is a story not yet fully disclosed. In broad outline, Calvert's brigade went westward to cut the roads and railway immediately behind the Japanese who were opposing General Stilwell's advance toward Mogaung-Myitkyina. Lentaigne's brigade operated further south, also attacking communications. Ferguson's brigade came marching all the way in a wide flanking drive from Ledo towards "Aberdeen." At the same time a mixed British and Kachin force struck eastward to the Chinese frontier to cut the Bhamo-Myitkyina road. They actually entered China at one point, later closing in to complete the encirclement of Myitkyina.

Some British place-names will be forever associated with these exploits. There was the road-rail block of "White City," which perhaps had been better named "Red City," from the blood that flowed there. It was imperative for the Japs to remove this block which was throttling the life out of their troops in the Mogaung Valley. They brought up tanks to support their infantry. Our gunners replied with 25-pounders and Bofors. A ferocious hand-to-hand battle followed. Men of the South Staffs and Lancashire Fusiliers waded in with bayonet and rifle butt. The Gurkhas and West Africans engaged with their native knives, the Japs with their two-handed swords. An incessant rain of grenades burst over the heads of the fighters and among the groups inextricably mixed up in personal combat. Calvert, with fixed bayonet, led his men forward a dozen times. The battle continued through the night, while overhead the air transports went on steadily delivering supplies.

At dawn it was seen that the Japs were digging themselves in on a hill overlooking "White City." Immediately an assault was launched to dislodge them. The cost was high. When the general Allied counter-attack was unleashed the enemy fled, leaving his wounded, equipment and weapons on the ground.

But he came back, time and again, striving furiously to break our grip on his L of C. An eye-witness describes how the Japs rushed blindly into our minefields and over our booby-traps and were blown to pieces or mown down like autumn corn by our riflemen and ma-

PHOTOS WANTED!

ROUNDUP can use some good photos of India air bases and army installations, also familiar scenes in cities. All pictures loaned to Roundup will be returned safely within two weeks after arrival.

EX-CBI ROUNDUP



FAINTLY VISIBLE in background are hundreds of Burmese refugees streaming onto an airfield in Burma in an attempt to escape the Japanese advance. Wrecked C-47 transport in foreground. U.S. Army photograph.

chine gunners. Wave after wave of them came on, howling like hyenas. They piled upon our wire, which by morning was festooned with bodies, many of them stripped naked by the explosions from mortars and grenades. Scores were killed by their own Bangalore Torpedoes, which they carried to blow gaps in our barricades. At a crisis of the battle, Cochran's Air Commandos planted a huge load of high explosive on Jap concentrations preparing to move up. The pilots had been reluctant; so short was the distance separating the forces that they feared to hit our own men. But urged by the ground troops, they unloaded on the enemy everything they had, bombing with deadly precision and destroying hundreds. "White City" was never taken by the Japs, though we abandoned it later.

"Blackpool" was another jungle To-bruk: This was the most famous stamping ground of Lentaigne's old brigade, the "Ghost Force." They included men of two Kurkha units, the Cameronians, the King's own Royal Regiment and the R. A. This brigade had been flown in to "Chowringhee," but the Japs had discovered the strip and concentrated against it a few days later. They bombed and finally occupied it but by this time Lentaigne's brigade were blocking the Jap L of C northward. They saw to it that no reinforcements got up from the south. Then they turned their attention to the enemy branch lines from Indaw to Homalin. With road block and ambush they stopped all traffic.

IT WAS now decided to move nearer to Stilwell, who was already investing Kamaing. By an 80-mile march over the mountain jungle the brigade descended on Hopin, 30 miles southeast of Mogaung, and on the Myitkyina-Mandalay railway. It was here "Blackpool" came into being.

The Japs reacted violently against this new challenge. For two weeks they flung strong forces continuously against the post. In the final assault which began on May 23rd, they brought up 105mm and 75mm artillery. During one bombardment 300 shells fell inside the perimeter within an hour.

The garrison gave up its airstrip and prepared to fight it out. It meant sacrificing the service most valued by all the troops (and most uplifting to them)—the carrying-out of their wounded in Cochran's light L-5 planes. The hard decision had to be made. As it was, with superior strength both in men and arms, the Japs broke through the perimeter of the fortified position and contested possession of the commanding hill features. But fighting prolonged engagements is not Long Range Penetration troops' role. They fight with the equipment they carry on their backs, and so, with their ammunition low, their rations low, and the foul weather precluding further airborne supplies, the brigade walked out of "Blackpool." They bore their wounded on their shoulders, slashing a path through the undergrowth and man-high elephant grass, hacking footholds up and down precipices of mud.

Their line of march lay up the valley of the Indaw Chaung, toward the hills around Mogaung. The valley had become a morass and it was hard going for men dog-tired with 20 days and nights of almost unceasing fighting. It was now, indeed, that they proved that they were among the "toughest of the tough."

They attacked and drove in the enemy outpost positions in the hills west and southwest of Mogaung. They fought another battle for possession of Point 2171, and they held this feature against night and day artillery bombardment by the Japs until relieved by fresh troops. This flanking thrust considerably expedited the final withdrawal of the Japanese from these hills, and the subsequent capture of Taungni.

Most important of all, they demonstrated once more that British and Indian troops can fight back long after the Jap considers that they have had enough. It is then, in fact, that our men have shown themselves at their finest in this unrelenting warfare.

But by this time the whole campaign on the Northern Front was moving toward its climax. Stilwell's flying column of Marauders had seized the air strip at Myitkyina and were half-way into the town. His main forces were moving on Mogaung, Japan's great base in North Burma.

— THE END

Chiang Kai-shek

Chiang Kai-shek, An Unauthorized
Biography by Emily Hahn.
Doubleday Co.

The following review by Brig. General Frank Dorn, former commanding general of Y Force, was written at the request of Army Times. It is reprinted in Ex-CBI Roundup by permission.

THIS IS A book of controversy, of bitterness, of hope, and of defeat; of the clash between mediaeval thinking and that of the conservative west and of the determined ruthless forces of communism. It is not so much an unauthorized biography of Chiang Kai-shek as it is a biography of China itself through the revolution, the civil wars, the growth of communism, World War II, and the post-war years.

At the end of the book Chiang remains the same uncompromising stubborn man who started to climb the ladder to power in 1911. In fact one wonders after reading this biography if during his life of strife Chiang has really learned anything at all.

Generally speaking Emily Hahn writes with a warm human sympathy that doubtless springs from her own essential humanity and her years in China. At times her tone is condescending, rather like that of a fond mother half smiling at the wilful behavior of a favorite child. Though she shows rare insight throughout much of her book, at times her sympathy for Chiang approaches prejudice in his behalf. She shows a remarkable ability in her handling of the tortuous events prior to World War II in a simple and understandable manner. Her comments and "asides" are pithy and often humorous. Her easy style of writing helps to make clear situations and events which for years have been incomprehensible to the western world.

The circumstances leading up to Chiang's rise to absolute power in China are handled admirably and with great clarity. But on the other hand the author's sympathy for her subject has apparently blinded her to the existence of Tai Li and his secret police, and caused her to slide rapidly past the infamous Blue Shirt organization, the terrorists and the official hoodlums who did much to sustain Chiang in power.

It is not possible to agree with Miss Hahn's kudos of Chiang's military acumen either during the early part of the

Sino-Japanese hostilities nor later in World War II. For example, Chiang's decision to throw his best troops and his best equipment into the defense of indefensible Shanghai in 1937 was inexcusable. Under no circumstances could that heroic and useless operation have ended in anything but disaster, which it did. By this decision Chiang lost his best armies in the first few months of the war.

Her picture of Communist treachery and deceit in the so-called "united front" is accurate and well handled.

But in view of Miss Hahn's generally sympathetic understanding of individuals and what confronted them, her adverse appraisal of General Stilwell comes as a surprise. It is off base. Contrary to the author's picture of the sorely beset American commander, General Stilwell had great understanding and admiration for the Chinese people, and a deep respect for the courage and fighting ability of the Chinese soldier. Rightly so, his opinion of inefficient and cowardly commanders was something else.

The impression created is that Stilwell himself dreamed up the idea of retaking Burma; that he alone hammered at all doors to put across a personal mission. This is far from correct. The decision to retake Burma and to open a land route to China was made and directed from Washington—as is completely documented in the second volume of the official history of the CBI Theater to be published in the near future.

It is likewise far from correct to accuse Stilwell of having a "penchant for lining up with the communists." This glib comment will not stand up against the fact that Stilwell's political thinking could best be described as conservative republican. His interest in Chinese Communist troops was purely military — to use any and all available troops to attack and destroy the Japanese armies.

As an American Miss Hahn shows little grasp of the problems that confronted Americans in China during World War II and subsequent years. They were there to carry out the policies and directives of their own Government. The right or the wrong of those policies was not open to question by them. But the author's ap-

parent assumption that Chiang was always right because he was Chiang would indicate she has never heard the despairing and frequently quoted American description of the frustrating CBI Theater — "the graveyard of all hope and ambition."

The author's bias for the Chiang-Soong-Kung axis is nowhere more apparent than where she describes Ching-kuo, Chiang's oldest son, as proving himself to be "trustworthy." Regardless of what their official mouthings might be, very few Chinese on Formosa this day would agree with this statement.

Miss Hahn draws a picture of Chiang as a man of high purpose, misunderstood and double crossed by others at every turn. Yet the recitation of her story belies this characterization, and shows Chiang himself to be a master of the double cross. One observer has described him as "the most adroit politician of our times. If he were not, he would not be alive." Though his single-minded determination to unify China was of unquestionable high purpose, it cannot be overlooked, as is brought out in this biography, that the great goal was always conditioned on the premise that Chiang himself, and only Chiang, should hold the power. One of the author's quotes — "he is rather clever. He uses us and the Chinese Communists, but only as long as we assist him and are useful to him." — is basically the key to Chiang's character.

Though Miss Hahn belabors her picture of Chiang's sincerity, her own descriptions of the prima-donna sulking on his mountain top in Chekiang after his periodic resignations because he could not

have everything he wanted, is too transparent. That old oriental trick is seldom indulged in unless the offended party knows beforehand that he will be implored to return to higher honors and authority.

As the author points out, and correctly so, Chiang has been long suffering; he has been through years of ordeal that few others could take. But her picture of the noble Confucian gentleman wears a little thin when one recalls the irascible outbursts of temper, the throwing of tea-cups at officials, and the abject terror he inspired in most of his military commanders. Nor is this sad concluding nobility of character borne out by the material of the book itself, where for page after page one sees a man obdurate, opinionated, contemptuous, irrational and always right. He actually was right during much of his career, but all too often in later life Chiang's positive rightness seems to have been derived from a form of Hitler-like intuition rather than from reason.

One is left with the feeling that Miss Hahn is convinced that all of the senior American generals who have tried futilely to pull Chiang's chestnuts out of the fire were either somewhat stupid, wrong in their points of view, or vindictive in their attitude towards this great Confucian gentleman who mumbles heroic poetry. Yet strange as it may seem, every American commander and Chief of Mission in his final report pointed out the same basic wrongs in China and made the same basic type of recommendations for their correction — conditioned of course on the changing current situations. Should we question the integrity of these men of proven worth? Should we accept without doubts the wishes of Chiang, a man who does not see beyond his personal convictions? It is quite true that many Americans, both civilian and military, might be described as being naive politically. But Miss Hahn and Chiang Kai-shek seem to have overlooked the pertinent fact that American generals operate under orders from their government.

Though this book is labeled as an unauthorized biography, if he ever reads the translation, Chiang Kai-shek should be highly pleased. But since the author has touched upon some of the less pleasant aspects of his life with candor, it is doubtful if he will be.

It is regrettable that Miss Hahn, who starts out so well and who writes much of her biography with a genuine ring of authenticity, should end her story in what approaches a tear-jerking sentimentality that does not always agree with the facts in the case.

—THE END



OUR WONDERFUL TOUR AROUND THE WORLD

THIS IS IN the nature of a progress report to the readers of *EX-CBI Roundup* on the progress being made in developing their first "Pilgrimage to India." At press time 22 reservations had been received.

While most of our readers have already received a copy of the illustrated leaflet describing this tour, we hope to be able to fill in more completely, some of the details of our trip, as we move from center to center. Actually while all the arrangements have been made in accordance with the itinerary published in our leaflet, we have continued to make such improvements as are possible in our quest for the perfect tour.

A first stroke of good fortune has befallen us on the first day of the tour. Pan American Airways has advised us that our party will be traveling aboard one of the superb new DC-7 Clippers which will cut almost three hours off the flying time from New York to Paris! As a matter of fact, while the tour was planned to make use of the very finest aircraft available, we have done even better than we had hoped for from this standpoint. Much of our travel will be aboard DC-7 airliners and superstrato-cruisers.

When we arrive at Orly Field in Paris on October 9th, we will be immediately whisked to our hotel which will be the Claridge, beautifully located on the Champs Elysees. The Claridge Hotel is, in the estimation of many who have traveled the whole world, one of the world's finest hotels. It is located only a few blocks from the Arc de Triomphe and is widely known for its marvelous food.

Our first day in Paris will be one of leisure in which we may stroll the Champs Elysees at will. The tour members will find the gay sparkling atmosphere of Paris much to their liking and the quiet charm of the sidewalk cafes a wonderful place to relax and view the passing scene.

On Monday, October 10th, we will have an opportunity to really see Paris with trained guides. We will visit the Church of the Madeleine, Invalides with Napoleon's Tomb, the Cathedral of Notre Dame with its magnificent Rose Window, the Artist Colony on Montmartre and, of course, the incomparable Basilica of the Sacre Coeur.

In keeping with our goal of allowing everyone as much leisure time as possible in which to exercise their own individual interests, we have another completely free day for shopping, exploring the left bank of the Seine, or just for relaxation before leaving for Rome.

The flight from Orly Field, Paris, to Ciampino airport, Rome, is a smooth, short delightful one in another Pan American DC-7, high over the spectacular Alps of Central Europe. Upon our arrival in Rome, we will be met by a special sight-seeing coach and immediately proceed to the Old Appian Way with a visit to the Catacombs before entering through the Old Roman Walls to the center of Rome. Our home while in the Eternal City, will be the Hotel Flora, located just opposite the beautiful Borghese Gardens. Here, too, are sidewalk cafes and a gay atmosphere pervades.

Another morning of sightseeing with our trained guides, and then a day and a half at leisure in Rome to again permit everyone to have ample opportunity to do everything they might wish in this wonderful city.

Our next stop is Athens where our two days are filled with the grandeur of Grecian art and architecture. We're going to spend a night at Delphi, site of the ancient oracle of Apollo, before returning to Athens to board our plane for Cairo.

We arrive in Cairo very early in the morning of October 17th and are immediately whisked to our hotel.

Cairo is a crossroads of the world and our hotel, a meeting place for world travelers for many years.

Our sightseeing program while in Cairo is a complete one, giving us ample opportunity to not only explore the outstanding points of interest in Cairo itself, but also affording a full day journey to Memphis and to the Necropolis and visits to the Pyramids, Sphinx and Granite Temple. There will also be ample time at leisure in Cairo to explore the Bazaars and many fascinating shops.

Our route to India, in which we will travel on a TWA Constellation Skyliner, lies over the Southern Tip of the Arabian Peninsula, so rich in oil reserves and over the placid, blue, Persian Gulf approach to Bombay, gateway to India. Undoubtedly, many of our tour members will remember the magnificent Taj Mahal Hotel which will be our home in Bombay, said by many to be the finest hotel in the Far East.

Even those of us who have been to Bombay are sure to relive the grandeur of this lovely city as we visit the Gateway of India and traverse the beautiful Marine drive to the Hanging Gardens. A high point, and one that many of us



QUEENS ROAD, famous shopping center of Hong Kong, where curios and souvenirs from throughout the Orient are displayed and offered for sale at low prices.

may have missed ten years ago, will be our visit to the Elephanta Caves in the morning and the Mahalaxmi Temple in the afternoon.

Again, our passengers will be afforded plenty of free time in Bombay, as in all of the other important centers on this pilgrimage.

Our next goal will be Kashmir, with an overnight stop in Delhi enroute. Many of us were stationed in Delhi and will recall the Imperial Hotel which we will make our headquarters for our stay in the Indian capital.

Kashmir will be, for many, the high spot of the trip. We will have the better part of four days in this Venice of the East during which time we will have an opportunity to visit the Shalimar and Moghul Gardens as well as to visit the art manufacturers' houses and the government carpet and silk factories. Many of us still treasure the priceless objects we brought home with us ten years ago, made here in Kashmir. Kashmir is rightly called the tourists' paradise. Nature has poured its treasures of fruit and flower and the luxuriance of the vegetation, the greenness of the mountains and the valleys are the creation of a master artist. Our home here will be aboard modern comfortable houseboats in Srinagar, the capital of Kashmir.

Returning to Delhi, we find a blending of the east and west as we make our

sightseeing excursions to Raj Ghat, Jantar, Mantar, Kutub Minar, and the famous Red Fort. History and tradition have combined to write an interesting chapter in Delhi of pomp and glory and of the rise and fall of the empires. Commanding roads to all parts of India, it is, veritably, the crossroads of India.

We leave Delhi for a two-day excursion to Jaipur, the Pink City, abounding in historical places. We will visit the deserted city of Amber and the Maharajah's Palace before continuing on the second day to Agra. It was here that Shah Jahan built the famous Taj Mahal as a tribute to the memory of his beloved wife, Mumtaz Mahal. It was here, also, that the first Moghul Ruler, Babar, made Agra his capital and his grandson built the famous fort. We will also visit on the opposite bank of the River Yamuna, the tomb of Itimad-ud-Daulah, another gem of its kind.

Next on our schedule is Benares on the River Ganges, the Hindu Holy City. A brief visit here enriches our understanding of India and an appreciation of the mind and culture. Famous shops abound carrying such items as Benares Saris and fabulous brocades. We will also be sure to see many snake charmers and witness Yogic feats, before going on to Calcutta, the largest city in Southeast Asia.

Still the commercial metropolis of modern India, our three days here will be filled with viewing once again the important and beautiful sights of Calcutta, as well as looking over the old haunts and reliving pleasant memories of ten years ago.

Leaving Calcutta, we fly over southern Burma to arrive in Bangkok, Thailand, one of the most intriguing cities of the world. Our home here is the magnificent Oriental Hotel, well-known for its fine food and splendid hospitality.

There is no end to the fascinating sights to be seen in Bangkok and we will make the most of our time here. We will visit the Marble Temple, the dazzling Emerald Buddha and the colossal Reclining Buddha, as well as the huge pearl inlaid doors at Wat Rajbopit. A highlight of our stay in Bangkok will be an early morning river trip past the floating markets, affording picturesque scenes of native life. Our passengers are sure to spend a great deal of film in this wonderful enchanting country.

Leaving Don Muang Airport, it is a swift, smooth Clipper ride to Kai Tak airport at Hong Kong. Here arrangements have been made for our party to stay at the fabulous Peninsula Hotel, close to the shopping district, which will enable

us to take full advantage of the many wonderful bargains available in Hong Kong. We will also have an opportunity to view Hong Kong from Victoria Peak as we travel along Repulse Bay to the gorgeous Tiger Balm garden.

Our next stop on this fabulous journey is Japan where we will see not only the outstanding sights of Tokyo, but enjoy a land excursion to Yokohama, the famed shrines of Kamakura and the lovely Fuji-Hakone National Park and thence to Kyoto, one of the most fascinating cities in the Far East. Here we are going to see the old Imperial Palace as well as some of the outstanding shrines in the vicinity. We will also make a side trip to Nara, the ancient capital of Japan, the cradle of Japan's arts, crafts and literature. We will return to Tokyo aboard one of Japan's fast electric express trains.

After a day at leisure in Tokyo, we board another splendid Pan American Clipper bound for the tropical paradise of Hawaii. We are particularly fortunate in Honolulu to have been able to make arrangements for our party to stay at the brand new Princess Kaiulani Hotel which will be open to the public for the first time this summer. Honolulu has long been famous for its plush hotels, but we

are sure that the Princess Kaiulani will be the finest they have seen. The ideal spot to relax and reminisce about our exciting journey before going our separate ways homeward.

We arrive back in Continental United States on Sunday, November 20th, and most of us will be home sometime that day.

What stories we will have to tell to our friends and relatives who stayed behind! Stories and memories that will become richer with each retelling.

The most amazing single feature about this whole wonderful tour program is the extremely low cost. Frankly, we know of no other comparable, round-the-world tour which includes all that this Pilgrimage includes and which stays at such luxurious hotels, that sells within hundreds of dollars of our price. Here truly is a trip that you won't want to miss. Time is getting short, however, and the only way we can assure you of the accommodations you desire will be if we have your reservation at an early date. One must also allow for time to make application for passports and visas, so we can only urge you to send in your reservation as soon as possible that you will not be disappointed. —THE END

Americans Sadly Missed By Delhi Tonga Driver

From the Calcutta Statesman

THE WISE MAN travels by tonga. So says Noor Mohammed, a tonga driver for 45 years and now, at 62, the proud owner of his vehicle.

This venerable-looking charioteer, whose sole passenger I was the other evening was, as a result of discreet prodding, waxing reminiscent . . . and philosophical.

What, I asked him, were the outstanding events of his years of tonga-driving. Promptly came the answer: the Durbar of King George V in 1911 and the "boom" days during World War II.

"Babuji, I have seen the 1911 Durbar when the King of England came to Delhi. I was the hired driver of a beautiful tonga. There were many sahibs in those days who enjoyed a tonga drive. There were no taxis or buses then."

And of the World War II "boom" Noor Mohammed says tongawallahs, like other traders, had their share. Of the troops in Delhi at the time he says, "American soldiers had little regard for money. They paid whatever we asked and I often got

an equal amount as a tip if my horse was not tired and was able to travel fast."

On one occasion, he recalls, he took two American GI's to the Qutub Minar and back and was tipped Rs. 20—the agreed fare was Rs. 30.

"Those days are gone," says he.

"My first tonga and horse? Babuji, they were both beauties." In those days, Noor Mohammed recalls, tongas were a feast for the eye — brightly painted and ornamented with mirrors. His first horse was an Arab-bred white gelding his master bought from Lahore for Rs. 700.

When he first began tonga-driving the fare per head from "Barakhamba" (New Delhi) to Chandi Chowk was two pice, and his daily average earnings of Rs. 2 to 3 was considered good. With things as expensive as they are, Noor Mohammed is not as well off as he was in the "good old days," for, says he, "although my earnings average Rs. 5 per day my horse's provisions cost almost half the amount. This leaves a meagre sum for me and my wife."

But, he adds proudly, his wife helps him eke out an existence. More active at her age than "these modern young women," she does her own spinning and herself sells it to the weaver.

— THE END



Chota Peg and Small Talk

By
Syed Mohammed
Abdullah

Recipe of the Month

SABZI

(Vegetable Curry)

- 1 Onion chopped
- 2 tbsps. Salad oil
- 2 Potatoes, cut in large cubes
- 2 Carrots diced
- 1 Cauliflower, separated into flowerets
- 1 Medium eggplant, cut into large pieces
- 2 Tomatoes cut into wedges
- 1 tsp. salt
- $\frac{1}{2}$ tsp. pepper
- $\frac{1}{4}$ tsp. ground Ginger
- $\frac{1}{4}$ tsp. cumin
- $\frac{1}{8}$ tsp. Cayenne
- 2 tbsps. curry powder
- 2 Bay leaves
- $1\frac{1}{2}$ cups water.

In a heavy saucepan saute the onions in salad oil, until golden. Add the potatoes, carrots, cauliflower, eggplant and tomatoes. Add salt, pepper, ginger, cumin, cayenne, curry powder and bay leaf. Pour in water. Cover and simmer for about 25 minutes or until vegetables are tender. Serves 8. This is an attractive dish inasmuch as the vegetables are of different sizes and shapes. Serve this with white rice.

This is not a political commentary; nor does it have any political undertones; nor does it reflect the opinions of either the Government of India, or the Government of the United States. It is a purely personal observation dealing with attitudes and their basis. Quite frequently, I am asked about the attitudes of the Indians regarding Americans. My answer is this:

As early as four thousand years ago, the natives of India (Dravidians) found themselves exposed to people from foreign lands who came to India as friends or conquerors; in either case they ended up being the sole controlling power, dictating policies, and meting out their form of justice. It started with the Aryans, then the Portugese, the Dutch, the French and finally with the British. When the British became the dominant power in

India, it was not the British Government, it was the East India Company, which resorted to various practices which even the Government condemned. During the rebellion of 1857, such atrocities were performed that even today the Indians remember it with disgust and contempt for the so-called civilized Anglo-Saxon. Of course, our answer to any charge based on a hundred year old incident, would naturally be, "so what, we were not there." This is true, but there is such a thing as association, and past experience. In India, the Americans are called, "the first cousins of Great Britain." Then again, we have had incidents of people like Katherine Mayo, who enjoyed the hospitality of the people, then turned around and wrote the infamous 'Mother India.' Then again we have the well-meaning individuals who are thoughtless enough to emphasize the "backwardness" of the Indians; without examining the record, to determine just what the Indians contributed to the world. We have condemned without investigation. We condemn their way of life, we condemn their way of worship, we condemn their social customs, without attempting to find out whether or not they condone our way of life, our way of worship, or our social structure. I do not maintain that the Indians are right, I merely say that we cannot make and keep friends by constantly placing ourselves on a pedestal, and telling others how stupid, dirty, ignorant and barbaric they are.

By this time, those of you who placed your order for my book, "Temple Bells To Curry," have received your copy. My apologies for the delay, it was unavoidable. If you are curious as to why the book was mimeographed instead of the conventional printing, the answer is simple. For the amount of material contained in the book, the cost of printing would have been prohibitive; my choice was to cut down on the material, which would have automatically cut down the quality; or to maintain both quality and quantity, and raise the price. After much discussion with the publisher, I refused to do either, so I had the book mimeographed.

As a result of the standards which I have maintained, permission was asked (and gladly given) by the Institute of Creative Thinking Inc., in Seattle, to use the contents of my book as part of their curriculum. In addition, I was asked (and accepted) an offer to teach comparative religions at the Institute this summer. I am highly honored.

If you wish to have the book you may obtain a copy by sending \$1.25 (regular price \$2.00, not \$1.75 as previously stated) to me at 610 $\frac{1}{2}$ 1st Avenue North, Seattle 9, Washington. I will autograph a copy, and send it to you immediately.

BOOK REVIEWS



INDIA'S WALKING SAINT. By Hallam Tennyson. 224 pages. Doubleday and Company, Garden City, New York, 1955. \$3.50.

The story of Vinoba Bhave, a remarkable Indian who has trudged all over his country and persuaded landowners to give him more than four million acres for redistribution to the poor in their areas.

CHILDREN OF THE BLACK-HAIRED PEOPLE. By Evan King. 443 pages. Rinehart and Company, New York, 1955. \$5.

A novel of Chinese village life about 1920 in which the marriage of a staunch young peasant and a former slave girl is threatened by a combination of the ruling forces of the village.

CRUSADE IN ASIA. By Carlos P. Romulo. 309 pages. The John Day Company, New York, 1955. \$4.

The author, distinguished Philippine newsmen, general, and U. N. envoy, tells the story of the struggle against Communism in the Philippines, and the part Ramon Magsaysay, Philippine president, has played in it.

THE RICE-SPROUT SONG. By Eileen Chang. 188 pages. Charles Scribner's Sons, New York, 1955. \$3.

A novel of the difficult course of life in a peasant family under the Chinese Communist regime. The author is a writer who escaped from Red China and made her way to Hong Kong in 1952.

RUN SILENT, RUN DEEP. By Edward L. Beach. 364 pages. Henry Holt and Company, New York, 1955. \$3.95.

A novel of submarine warfare against the Japanese in the Pacific in World War II. It is recounted as an official document would be. The author is naval aide to President Eisenhower.

REPRESENTATIVE GOVERNMENT IN SOUTHEAST ASIA. By Rupert Emerson. 204 pages. Harvard University Press, Cambridge, Massachusetts, 1955. \$3.50.

An examination of the functioning of representative institutions since independence in Indonesia, Burma, and the Philippines, also in Malaya, Thailand, and Indochina.

NOWHERE NEAR EVEREST. By Maurice Dolbier. 62 pages. Alfred Knopf, New York, 1955. \$1.95.

Mountain climbing probably leaves a lot of CBI-wallahs completely cold, especially some of those who had to climb up and down a few after jumping over the Hump. It affects the author that way.

AN INTRODUCTION TO JAPAN. By Herschel Webb. 146 pages. Columbia University Press, New York, 1955. \$2.75.

A portrait of Japan and a study of Japanese-American relations, prepared and published under the auspices of the Japan Society. It analyzes Jap reaction to our policy since 1945.

INDIAN FEDERAL FINANCE. By Babu Ram Misra. 318 pages. Longmans, Green and Company, New York, 1955. \$4.

First published in 1939 as *Indian Provincial Finance*, this book has been brought up to date to reflect changes in India's political and economic position.

STUDIES IN ZEN. By Daisetz Teitaro Suzuki. 212 pages. Philosophical Library, New York, 1955. \$4.75.

The author's latest lectures and articles dealing with the interpretation and presentation of Zen Buddhism to the West. It is one of several works the author has written on the subject.

HOMECOMING. By Jiro Osaragi. 376 pages. Alfred Knopf, New York, 1955. \$3.75.

A novel by a Japanese novelist about a man forced into exile from Japan before the war, of his return to his country after the war to find a new Japan and involvement in old personal ties.

THE CERAMIC ART OF CHINA AND OTHER COUNTRIES OF THE FAR EAST. 437 pages. The Beechurst Press, New York, 1955. \$12.50.

An anthology of Chinese pottery which identifies historical periods and discusses origins of glazing. The book has 192 pages of photographs, including three in color.

CHINA HANDBOOK, 1954-55. 820 pages. Pierce Book Company, New York, 1955. \$6.50.

Recent history and other data about China, with a chapter on the Chinese Communist regime. This book appears once a year. Its sources are unknown to us.

NATIONALISM IN JAPAN. By Delmer Myers Brown. 344 pages. University of California Press, Berkeley, California, 1955. \$5.

A study of the effect of nationalism upon the internal and external affairs of Japan.

Here's Tentative Plans For 8th Annual CBI Reunion At St. Louis

EVERYONE'S GOING to the 8th Annual CBI Reunion at St. Louis!

Proof that the 1955 affair will set an all-time attendance record is indicated in a report from the Reunion Committee that several hundred reservations have already been received.

An executive meeting was held at St. Louis last month by officers and committeemen of the CBI Veterans Association, at which time a tentative program was outlined. While the schedule may change—for the better—at a later date, here's an idea of what's in store for those attending:

For early arrivals on August 3rd there will be Hosts and Hostesses in the lobby of the Hotel Jefferson to give you any information you desire about the Reunion. A "Hospitality Room" will be open at 7:30 p.m. For those who would like to see the opera ("Allegro") or the baseball game (New York Giants vs. Cardinals) there will be committee men and women handy to help you obtain tickets.

On Thursday, Aug. 4, registration will begin at 9 a.m., continuing until 6 p.m. There will be an afternoon tour of the zoo for women and children while the men attend the opening business session. At 7 p.m. the party—children included—will take a moonlight excursion on the S.S. Admiral on the Mississippi River, an event that promises to be one of great enjoyment.

Friday, Aug. 5, registration will resume at 9 a.m. The business meeting will last until noon, after which lunch will be at Grant's Farm as guests of the Budweiser Brewing Co. Children will be welcome at the luncheon. This will be Puja Night, starting at 8 p.m. Everyone will be urged



ONE OF TWO servants of the Pakistan Embassy in Wash., D.C., is assisting Mrs. Wm. R. Ziegler, New Orleans, La., wife of the CBIVA past commander, who is pouring tea for Mrs. Raymond Bouley of Springfield, Mass. The ladies attended a tea party at the Embassy while delegates to last year's CBI Reunion. Photo by Washington Star.

to come in Oriental costume. There will be dancing and prizes. Bring the kids.

On Saturday, Aug. 6, registration will again take place from 9 a.m. to 4 p.m. The business meeting will be from 9 to noon. A women's luncheon will be held at 11:30 a.m. After lunch, everyone will be taken on a tour of the Budweiser Brewery. The National Commander's Banquet will begin at 6:30 p.m. There will be guest speakers and introduction of the newly elected national officers. Dancing will be from 9 p.m. to 1 a.m.

Memorial Services will be held on Sunday, Aug. 7, at Soldiers Memorial, the last event on the Reunion program.

The Reunion Committee has emphasized that baby sitters will be provided for all events where parents do not want to take their children or children cannot go.

If you plan to attend the 8th Annual Reunion, it is not too early to send your reservations. As pointed out in last issue, an overflow crowd is anticipated and accommodations in the Headquarters Hotel—The Jefferson—are limited and will be reserved on a first-come, first-served basis. Rates at The Jefferson follow:

| | Minimum | Average | Best |
|----------------|---------|---------|---------|
| Single | \$ 6.00 | \$ 7.25 | \$ 9.00 |
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| Twin Bed | 10.50 | 12.00 | 14.00 |
| Suites | 24.00 | 28.00 | 37.50 |

Send your reservations now to Harold Kretchmar, National Reunion Chairman, P.O. Box 1765, St. Louis 1, Mo. Then prepare for a grand four days with your CBI buddies, August 4-7.

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JULY, 1955

CBI DATELINE

News dispatches from recent issues of the
Calcutta Statesman

NEW DELHI — 1600 monkeys were flown from Delhi in a specially chartered plane to the U.S.A. Export of monkeys has been permitted by the Government of India following discovery of the polio vaccine in April. America needs about 100,000 monkeys for polio research, it is estimated.

BOMBAY — A group of perhaps 50 former American soldiers who were stationed in various parts of India during the war are scheduled to arrive at Bombay next Oct. 20th while on a tour around the world. The men, many with their wives, will spend 18 days in India and Kashmir.

CALCUTTA—Thomas Cook & Son, the well-known British travel agents and dealers in foreign exchange, are closing down their 60-year-old Calcutta branch on June 30. The Calcutta office had 53 employees.

KALIMPONG—Seven League Productions, Ltd., London, which specializes in color film documentaries, has arrived here to begin filming "Seven Years In Tibet," from the best-seller book. This is the first time a movie has been filmed in Kalimpong.

BOMBAY—A plan for zoos in all principal cities in India during the second Five Year Plan is being discussed.

MADRAS — Mr. C. Rajagopalachari called upon the Government of India to stop receiving aid from the U.S.A. if that country persisted in her atomic tests. He said U.S. aid was insignificant compared to what the people were spending on development in India.

KARACHI—The first group of six U.S. jet fighter-trainers, Lockheed T-33, arrived here under the U.S. Military Aid Agreement with Pakistan. An unspecified number of more jet aircraft will be delivered later.

SHILLONG—The Minimum Wages Advisory Committee for tea plantations in Assam have voted to merge the food allowance of As. 8 (11c) of tea workers into the basic wages of As. 12, making the total basic wages Rs. 1/4 (26c) per day.

NAGPUR — The Catholic Regional Council has demanded the dissolution of the Niyogi Committee which is investigating the activities of Christian missionaries.

CHERRAPUNJI—While only a total of .03 inch of rain fell on this community during the first three months of 1955, a total of 48.0 inches fell from March 1st to May 5th.

CALCUTTA—A training camp for the National Volunteer Force has been opened at the Red Road camping ground, Calcutta. A similar camp now functions at Barrackpore, formerly occupied by American troops.

DELHI—A six-year program for developing tourist trade for India will cost Rs. 15 crores.



AMERICAN SOLDIERS chat on remains of a bridge which was destroyed by the Japanese in Nov. 1944, completely hampering river traffic. Scene is the Lu River at Liuchow, China. U.S. Army photo.



CHINESE WATCH as convoy passes through Lungling enroute to Kunming over The Ledo Road. U.S. Army photo.

RIVAL FOR THE TAJ MAHAL

From the Calcutta Statesman

FOR FIFTY YEARS craftsmen—some are descendants of those who built the Taj Mahal—have been striving to raise another mausoleum in white, four miles from the site of the famous memorial to Mumtaz Mahal which Shah Jahan built at Agra 307 years ago.

The new mausoleum is in memory of Soamiji Maharaj Shiv Dayal Singh, the first guru of the Radhasoami faith which has devotees all over the country. The foundation of this samadhi was laid in 1904 by the third guru of the Radhasoamis, Maharaj Sahib Brahma Shankar Misra.

The structure has been planned on such an ambitious scale that progress has necessarily been slow. After 50 years' striving, only one-tenth of it has been completed at a cost of Rs. 2,000,000. The original estimate for the building was Rs. 5,000,000, but it is clear that when the samadhi is completed—and it may take a good many years—it would cost at least 20 times this amount unless estimates are drastically curtailed.

The main structure, as designed, would be 110-feet long and 110-feet wide, and its dome with the "kalash" would rise to a height of 193-feet. The plinth is 20-feet high and 52 wells were sunk to sustain the foundation.

The medium chosen is mostly marble, brought from the mines in Makrana, Jod-

hpur and Nowshera. The same sources were tapped for construction of the Taj Mahal.

Despite the slow progress the building has now attained identifiable proportions. It is a blend of different styles. For that reason, it may lack that unity of conception, boldness of execution and disciplined flow of the architect's imagination which characterizes the incomparable Taj. But judging by the work already executed, it should be a noble example of the stone-cutters' art. Like the artists who fashioned the Taj, the stone workers, mostly from Jaipur and Agra, have brought to their work the industry and concentration of a jeweller.

Because of financial considerations and also because of the shortage of this type of skilled craftsman, not many workers could be engaged. Of the 120 I found there during a recent visit, 40 were working in marble. The Soamibagh Trust, which looks after this sector of the Radhasoami faith, allocates Rs. 70,000 to Rs. 80,000 a year for work on the samadhi (\$14,700 to \$16,800).

Asked why greater progress was not possible, the overseer-in-charge, Mr. Bhatnagar, told me that even if more funds were available, they could not get enough craftsmen. The men whom they have been able to get, however, have brought in an added qualification to their traditional skill. They are working with devotion which almost amounts to religious fervor.

Though craftsmen of this kind are very rare, their wages are still comparatively low. A skilled craftsman is being paid up to Rs. 100 (\$21) per month.

Soamibagh, where the samadhi is being built, is a busy colony, with a population of 8,000 to 9,000, all members of the faith. The colony, which is neatly laid out, is built on a temporary basis, because when the mausoleum is completed, the site would have to be cleared to give it a proper setting and allow wide open space around it.

The Soamibagh sect of the Radhasoami faith has at present no guru. The last guru died in 1949. Since then a trust has been looking after its affairs. One of the prominent members of the Radhasoami community, who takes a great deal of interest in its affairs as well as in the building of the samadhi is Mr. Purushottam Das Tandon.

What the structure would look like will only be known when it is completed. But whatever has been built is pleasing both in design and in conception. The most remarkable are the carvings in marble, even though overburdened with detail. No modern aids are being used in the building.

— THE END

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Northwest Frontier

By Phil Aldrich

WHILE STATIONED in the Northwest Frontier Province of India, near Rawalpindi, I had the opportunity to do temporary duty at the farthest Indian outpost, Razmak, which is just seven miles from the Afghanistan border. A few weeks prior to this assignment I had read an article on the frontier and what might be expected. The story left me with a feeling of disbelief that such a place actually existed in the world that I had known up to that time.

In 1944 Razmak was one of the five gateways into Northwest India and was heavily guarded as there had been evidence of enemy infiltration in several sections of the area. The population is



THE AUTHOR poses in an Indian Army mule cart at Razmak, near the Afghanistan border.

100% Moslem and is made up of several tribes, largely nomadic, depending largely on small herds of cattle and sheep for a livelihood. Most of the tribesmen are armed with homemade rifles, said to be of fair quality.

Since there were about 500,000 armed men of the different tribes, much time and effort on their part was spent in fighting among themselves.

Little effort was made by the British or any other outsiders to govern the tribes except that strict regulations were enforced regarding roads and highways where law and order was maintained. But once off the highway the law was in the hands of whoever might be able to shoot the straightest and the quickest. The *Mullock*, or headman, ruled over each village and he was strictly in charge. The hills were ruled by whoever had power enough to assert authority.

Observations Of A G.I.

Who Visited India's Farthest Outpost

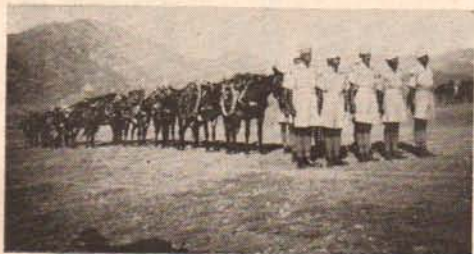
Each village was surrounded by a stone or mud wall serving in a small way as a form of social security. An appointed political agent was the go-between the British and the tribes. I made inquiry as to the length of his term of office and found that some have served for years while others, who may not have been discreet, had their term of office shortened to within a very brief period after taking office. The method used to discharge a political agent was simple and quick — thirty calibre was standard.

The populace was never bothered with the internal revenue department as no taxes were collected.

OUR POINT of starting was Rawalpindi, an overnight train ride north of Lahore. We rode overnight to a British installation, Bannu, where breakfast was served in a British mess hall. In an hour our convoy was ready to take the first lap of our journey, a matter of 80 miles to Kohat which was the staging area for our convoy of some 80 lorries. Every fifth



RIFLE TOWER used by Indian troops as a fort and observation post on the Frontier. Photo by author.



SIKH CANNON Company, using pack horses and mules, patrol the Northwest Frontier area. Photo by the author.

lorry carried a squad of riflemen as a matter of security along our route to Razmak.

There was a delay of about an hour while stations along the route telegraphed the "green light" for the convoy. Then came the authority to proceed.

Every seven miles along the route was a rather large outpost, where troops patrolled the highway on convoy days. As an extra measure of security, there were *Kassidars* (watchmen) stationed along the road, whose duty was to report any unusual activity in their area. We were told the *Kassidars* were not too reliable, some having been caught selling information to the enemy.

In 1944 there were two convoys each week and on convoy days all tribal members were ordered to keep all rifles encased if they were within range of the highway.

It was the policy of the British to keep the same personnel at Razmak for a period of 11 months and at this particular time it was the York and Lancaster Regiments.

The terrain is such that modern equipment is of little use. It was a pack mule area.

Upon reaching Razmak we were again briefed. The area was a high stockade and under few circumstances were troops permitted to leave without proper escort. During my stay there, the stockade drew fire at night from snipers who were stationed nearby. Skirmishes were not infrequent and a major battle occurred occasionally without any particular reason other than the fact that tribal members have an inbred hatred for any foreigner.

On each side of the stockade was a rifle tower where a squad was stationed at all times for periods of from five to seven days. I saw tribal women picking up lead slugs within four-hundred yards of the towers. The slugs were to be remade into live ammunition and returned in that form.

—THE END

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Fenny Airfield
Fyzabad Airfield
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Jiwani Airfield
Jorhat Air Base
Jungshahi Airfield
Kalaikunda Air Base, Kharagpur
Kanchrapara ARP
Karachi Air Base
Kharagpur Airfield
Kisselbari Airfield, Chabua
Kurmitola Airfield, Dacca
Lalaghat Airport
Lalmanirhat Airfield, Rangpur
Landhi Airfield, Karachi
Ledo Airfield
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Moran Airfield, Dibrugarh
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Nawadih Airfield, Gaya
New Delhi Air Depot
Ondal Air Base
Panagarh Airfield, Kaksa
Pandaveswar Airfield, Asansol
Patharkandi Airfield
Piardoba Airfield, Bishnupur
Rajyeswapur Airfield, Lalaghat

Ratmalana Airfield, Colombo, Ceylon
Rumkha Airfield, Cox's Bazaar
Rupsi Airfield
Santa Cruz Airfield, Bombay
Shamshernagar Airfield, Srimangal
Sookerating Airfield, Doom Dooma
Srimangal Airfield
Sylhet Airfield
Teok Airfield
Tezgaon Airfield, Dacca
Tezpur Airfield
Tilagaon Airfield
Tuliha Airfield, Imphal
Wateji Airfield, Karachi
Willingdon Air Depot, New Delhi

FRENCH INDO-CHINA

Tan Son Nhut Airport, Saigon

CHINA

Ankang Airfield
Anshun Airfield
Chang Ting Airfield
Chang Wah Airfield
Chanyi Airfield
Chaotung Airfield
Cheng Hsien Airfield
Chen Kung Airfield, Chenking
Chien Yang Airfield, Chenyang
Chien-Ou Airfield, Chenyu
Chien Yang Airfield, Kienyang
Chih Chiang Airfield, Chikiang
Ching Chen Airfield, Tsing Chen
Chiu Chow Airfield, Laowhangpin
Chiu Lung Pu Airfield, Chingking
Chi-Ung-Lai Airfield, Chengtu
Chu-Hsiung Airfield, Tsuyung
Chungking Airfield
En Shih Airfield
Erh-Tong Airfield, Kweilin
Feng-Hsiang Airfield
Fungwhangshan Airfield, Chengtu
Hanchung Airfield
Hengyang Airfield, Hengchow
Hsian Airfield
Hsi Chiang Airfield
Hsin Cheng Airfield
Hsin Ching Airfield, Chengtu
Hsu Pu Airfield, Hsupuhsien
Hu Hsien Airfield
Ipin Airfield, Ipin
Kan Hsien Airfield, Kanchow
Kiangwan Airfield, Shanghai
Kienow Airfield
Kienyang Airfield
Kiunglai Airfield
Kuany Han Airfield, Kwangnan
Kunming Airfield
Laifeng Airfield
Lan Tien Chang Airfield, Peiping
Laowhangpin Airfield
Li Chia Chen Airfield, Liang
Liang Shan Airfield
Ling Ling Airfield
Liuchow Airfield
Loping Airfield
Lu Hsien Airfield
Mengtze Airfield
Mien Yang Airfield
Namyung Airfield
Nancheng Airfield
Nanning Airfield
Paie Airfield, Poseh
Pai Shih Airfield, Peishiyi
Paoching Airfield
Peishiyi Airfield
Paoching Airfield
Paoshan Airfield
Pungchacheng Airfield
Shwangliu Airfield
Sian Airfield, Hsian
Sichang Airfield
Sinchen Airfield
Suichuan Airfield
Sunning Airfield
Tai Chiao Airfield, Nanking
Tan Chu Airfield, Tanchuck
Tien Ho Airfield, Canton
Tu Shan Airfield, Tushan
Wuchusze Airfield, Chengku
Yang Tong Airfield, Kweilin
Yang Chieh Airfield, Yangkai
Yunnanyi Airfield

BURMA

Bhamo No. 2 Airfield
Lashio Airfield
Mingaladon Airfield, Rangoon
Muse Airfield, Meng Mao
Myitkyina East Airfield
Myitkyina North Airfield
Myitkyina South Airfield
Namponmao Airfield, Myitkyina
Sahmaw Airfield
Shingbuiyang Strip
Tingkawk Sakan Airfield, Talang Ga
Waingmaw Airfield
Warazup Airfield, Shadazup

Chittorgarh Fort Reoccupied

From the Calcutta Statesman

A **GA**INST THE impressive background of the rambling fort of Chittor, in Rajasthan, Prime Minister Nehru drove up to the Gambhiri Bridge in an open car on April 6, 1955, and invited the Gadiya Lohars to cross over into Chittorgarh Fort which, legend has it, their ancestors had left when it was sacked four centuries ago, vowing never to return to it until its past glories had been restored.

Approximately 4,000 Gadiya Lohars lined up near the bridge to hear Mr. Nehru's invitation. After a brief speech by the Prime Minister, a sea of red, white and yellow turbans marched toward the bridge on which no Lohar has trod for 400 years.

More than 100,000 people crowded into a city of 10,000 inhabitants to witness a revival of the glories of Chittor in a new setting. Before the Prime Minister's arrival, it was apparent that the elaborate police precautions would be of no avail against the irrepressible enthusiasm of thousands of people determined to see a spectacle they would pass on to their grandchildren.

The entire route leading to the Gambhiri Bridge and the first of the seven gates of the historic fort was lined by the people of Mewar, handsome Rajasthani men sporting huge colored turbans, the women decorative in generous shining skirts, the children naked to the waist.

As Mr. Nehru's car, followed by jeeps carrying the Chief Ministers of seven States, ploughed through the milling crowd, the young and the old peeped from balconies and windows for a glimpse of the Prime Minister.

Decorative arches erected along the route of the procession were adorned with portraits of Mahatma Gandhi and the Prime Minister.

The Lohar procession was led by a 40-year-old Lohar carrying a model of a typical Lohar cart containing an inverted bed. This symbolized their vow never to sleep in a bed until Chittor was liberated.

After Mr. Nehru's speech in which he

asked the Gadiya Lohars to cooperate in the present setup of the country, the Lohars marched through the narrow streets of the city. Jeeps with huge portraits of Rana Pratap Singh and Meera Bai led the way. Smart N.C.C. cadets lent a youthful touch to the occasion.

The Prime Minister was received at Pudan Pole, first of the fort's seven gates, by the Maharajkumar of Udaipur.

Many spectators at the morning ceremony were injured in the stampede along the route of the procession.

The city of Chittorgarh has gone gay for the big occasion. In a city which has no electricity, thousands of bulbs shone from the fort, Bhopal Bhawan and the streets that night.

An old inhabitant of Mewar, watching the procession from the roof of a house, said he could now die in peace because he had seen the new glories of Chittor immortalized by Rana Pratap Singh in which the rich and the poor had equal rights and there was a Government of the people.

Mr. Nehru, in his address, said: "You belong to a brave community of Rajputs who made unique sacrifices for the defense of their motherland and faced grave calamities and hardships. This is a great day for you, for it marks the fulfillment of the pledges your forefathers made when the fort fell to the Moghuls four centuries ago.

"Now the country is free from foreign domination. This means that every individual, irrespective of caste, creed or religion, is free. You are now equal partners in the great undertaking and have to share equal rights and responsibilities."

Mr. Nehru went on to say that among the many great people of India was Rana Pratap, the Rajput Emperor whose heroic deeds gripped the imagination of millions of people.

There was also Mahatma Gandhi who fought against a mighty power and liberated the country. He called on the Lohars to take a pledge that they will abide by the teachings of Mahatma Gandhi and Rana Pratap and never swerve from the path they had blazed.

— THE END



Commander's Message

by
Charles A. Mitchell
National Commander
China-Burma-India
Veterans Assn.

Salaams, Sahibs and Memsahibs:

Jan and I took a 3-day trip to a CBI meeting a couple of weeks ago, drove 900 miles the round trip and we have both mentioned several times the fact that it was worth every mile of it.

Anyone who has attended a recent CBI National Reunion have met the gang from Iowa. What a group! I'd have to mention everyone in the Iowa State Basha if I were going to be fair about it, but space doesn't permit. Jan and I had a wonderful time in Amana, Iowa.

Bill Leichsenring is the genial host of the Ox Yoke Inn in Amana. I have dined in some of the finest places in the world (as my size 42 belt will attest) and Bill's Ox Yoke Inn is second to none. I really mean this! Bill has owned and operated the Inn since long before the war, and Lina, his lovely wife, ran the show during Bill's vacation in CBI-land. You'll naturally guess what Bill did in the CBI—he worked in supply, naturally.

The Amana CBI-ers conducted a tour through the Seven Amana Society Villages in the afternoon. Dinner was enjoyed by over 100 at the Ox Yoke Inn in the evening, then to the Rathskeller and the meeting of the entire Iowa group, election of officers, discussions, planning the next meeting and plenty of . . . (I forgot, Iowa is partially dry!).

We are going to try and get to the annual spring dance of the Chicago Basha in May, to be held at the Mohawk Country Club in Bensenville. Then 24-hours later back-track to Detroit where the

Detroit Motor City Basha will hold their annual party. The following weekend will be taken up with the National Executive meeting at the Jefferson Hotel in St. Louis where final plans will be made for the National Reunion in St. Louis, Aug. 4-7.

I can't help but think this will be the largest Reunion held in our 8 years of existence. It's centrally located and therefore everyone has an equal chance as far as travel is concerned. It's really the hub of the United States. Accommodations are the finest. Plenty of action has been planned for the wives and children, so bring the whole family. They'll have a wonderful time.

The tour agents for Roundup's "Pilgrimage to India" report that reservations are rolling in. Try and take six weeks off and do something we'll probably never have a chance to do again during our lives, and at considerably less money than you would pay if you went on your own.

Yours in Comradeship,

CHARLES A. MITCHELL,
National Commander,
2322 So. Burdick,
Kalamazoo, Mich.

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Ex-CBI Roundup

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Chabua Deserted Now

● Robert Shaw's "Journey From Burma" was excellent reading. It was certainly interesting to know that nothing remains of our old base at Shingbuiyang, which I helped to build. I had a letter from a friend in Dibrugarh recently and he said we would never recognize the old bases along the Assam Trunk Road. Chabua, he says, is practically deserted. All of the bamboo bashas have long since crumbled from the termites, a few of the plaster jobs still remain. Mohanbari is a civil airport and planes land there all the time.

HAROLD E. STONE,
San Diego, Calif.

General Wedemeyer

● The May cover subject — General Wedemeyer — was a good one. In my estimation he has all the qualities necessary to be an A-1 general. He did a darned good job in CBI, even tho a lot of CBI-ers didn't hear much about him. He is not a publicity hound. He is retired now and with an eastern manufacturing firm.

DANTON J. HERTZ,
Chicago, Ill.



P-40 FIGHTER plane of the 16th Fighter Squadron at Yunnanyi, China. Photo by Col. Lewis C. Burwell, Jr.

462nd Bomb Pilot Killed

● I have just learned that Maj. Paul U. Sching, formerly a pilot in the 462nd Bomb Group, was killed in an auto accident near here.

CHARLES FLYNN,
Louisville, Ky.

Learning About India

● We are really enjoying issues of Roundup loaned to us by a CBI buddy of my husband. Ray was stationed at Malir Cantonment near Karachi. We would like to hear from or see any of his Army buddies.

Mrs. RAY L. TRUAX,
Allegan, Mich.

Central India Air Depot

● Enjoy the magazine more each issue. How's How's about an article on the Central India Air Depot at Agra, where I was stationed for nearly two years?

DOUGLAS HALLOHAN,
Albuquerque, N.M.

We're trying to uncover photos of most of the air bases and Army installations in CBI for publication in the future.—Ed.

GI Entertainers

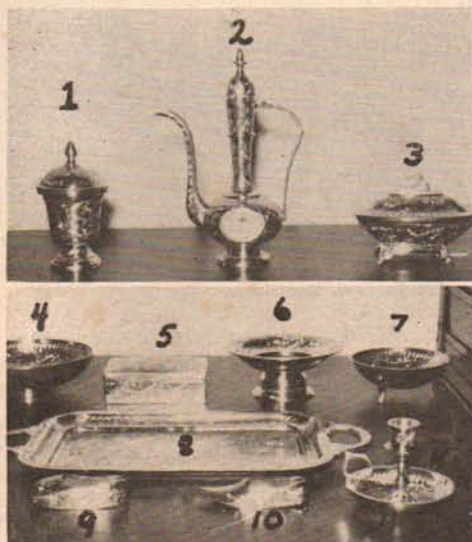
● Roundup is still tops with me. Am working as a radio announcer at WKAP in Allentown and go out to many shows with my act. On these shows I of course bring in the CBI and meet quite a few former members this way. Was wondering about all of the fine GI entertainers we had and if we couldn't get a group of them together to entertain at the Reunion? I think the show known as "Canteen Caravan" by the 36th Special Service working out of Myitkyina did a very fine job. My original outfit was the 124th Cavalry, a part of Mars Task Force. I packed a mule along with a fine guy from Texas known as Jack Dyer and I'd sure like to get in touch with him or any of the original 124th Cavalry outfit.

"Dopey" DUNCAN,
Route 2,
Allentown, Pa.



BRIG. GENERAL George W. Sliney (left) accepts scroll from Art Mulborn, Commander of the Kan Bei CBI Basha at San Francisco. The event took place April 30th at the Officer's Club, Presidio of San Francisco, and was in the form of a surprise testimonial dinner-dance in the general's honor, to thank him for his hard work in founding the Kan Bei Basha a few years ago. Photo by Joel Springer.

Giftware From India



INDIAN BRASSWARE

YOU'LL BE AMAZED at the low prices on the above pictured 11 useful Indian brassware articles. We pay the postage and insurance on each purchase, but because of the heavy weight of brassware we must place a minimum on mail orders of \$5.00 total.

1. Incense Burner, 5-inches tall, 3-inches wide, with removable cover, only **\$1.75**.
2. Persian Coffee Pot, in two sizes: 8-inches, **\$4.50**, and 5-inches, **\$3.15**.
3. Covered Candy or Nut Dish, 5½-inches, engraved on lid, sides and inside. Weighs nearly 1½ lbs. Sells for \$7.50 locally. Your price, **\$3.40**.
4. Fruit or Candy Bowl, 6½-inches diameter, fully engraved, only **\$2.75**.
5. Cigarette Box, 5-inches, hinged cover, wood-lined, a beautiful piece for any home, only **\$3.75**.
6. Fruit or Candy Dish, 6-inches diameter, on tall base, only **\$2.50**.
7. Footed Candy Dish, 5-inches, three legs, only **\$1.85**.
8. Serving Tray, 8x12-inches, with handles. Fine engraving on surface. Only **\$3.50**.
9. Shoe Ash Tray, round toe, 3-inches long, **45¢** each.
10. Shoe Ash Tray, Punjabi pointed toe, 3-inches long, **45¢** each.
11. Candlestick, 3-inch tray and handle, only **\$1.95**.

**ALL PRICES POSTPAID
MINIMUM ORDER \$5.00**

THIS MONTH we are featuring eleven items of Indian engraved brassware and a few Rosewood, ivory-inlaid tables. Our supply of the larger Rosewood jewel boxes is exhausted but we have a few of the smaller size, as advertised in last issue.

THE ZARI embroidered ladies' evening bags are selling "like hot-cakes" at the remarkably low price of only \$8.50, plus 10% federal tax. We still have a large assortment of these in either gold and/or silver design.

OUR SHIPMENT of ivory carvings and jewelry should arrive in time for featuring in next issue.

AS A FURTHER service to Round-up subscribers, for the small charge of 25¢ additional we will gift wrap any purchase and forward by parcel post direct to any address in the United States. You may enclose a gift card with your purchase.



ORNATELY-CARVED, Ivory-Inlaid tables. These are painstakingly carved throughout, from top to the three legs. Ivory is liberally inlaid in a floral design in the center circle. These are small tables, only 12" diameter, 12½" high. Price only \$9.95 each, postpaid.



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